THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) Yes, Sir.

(b) Rs. 15 crs. in 1998-99 budget.

(c) Does not arise.

Requirement of Wagons

1962. DR. MOHAN BABU: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons in 1990-91 and in 1996-97;

(b) the reasons for deficiency and failure in perspective planning; and

(c) the requirement of wagons during the current year and steps taken to meet the demand?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) The holding of BG wagons (Four wheeler Units) in 1990-91. was 474008 and in 1996-97, it was 456127.

(b) There was no deficiency or failure as far as the Planning for procurement of wagons is concerned. The procurement of wagons is based on expected materialisa tion of freight traffic and efficiency of utilisation of the wagon fleet.

Number of wagons alone is not the deciding factor for carrying projected freight traffic. It depends on the type of stock also. Indian Railways have now been inducting higher capacity, roller bearing air brake stock and phasing out inefficient, plain bearing four wheeler vacuum brake stock. As a result the wagon' utilisation has increased appreciably from 1407 NTKM/WagoivDay on line in 1990-91 to 1840 NTKM/Wago/' Day on line in 1996-97. Also, the wagon ineffective'percentage (for BG stock) has come down from 4.07% in 1990-91 to 3.88% in 1996-97. This has enabled Indian Railways to carry higher freight traffic despite marginal reduction in wagon holding.

(c) Keeping in view the requirements, it is proposed to acquire 26,000 wagons (in terms of 4 wheeler units) during the current year. Orders for adequate quantities have already been placed to meet this requirement.

हिसार और चंडीगढ़ के बीच रेलगाडी

1963. **श्री रामजीलाल**: क्या रेल मंत्री 30 अगस्त, 1996 को राज्य सभा में अतारांकित प्रश्न 265 के दिए गए उत्तर को देखेगे और यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि हिसार तथा चंडीबढ़ के बीच कोई सीधी रेलगाडि या रेल-सेवा नहीं है;

(ख) यदि हां, तो क्या सरकार का इस रूट को सीधी रेल सेवा से जोड़ने पर विचार करने का प्रस्ताव है;

(ग) यदि हां, तो कब तक; और

(घ) यदि नहीं, इसके क्या कारन है?

रेल मंत्रालय में राज्य मंत्री (**श्री राम नाईक**): (क) जी हां।

(ख) से (घ) हिसार और चंडीगढ के बीच एक सीधी गाडी चलाने की व्यवहार्रता की जांच की गई है, परन्तु परिचालनिक कठिनाइयों और संसाधनों की तंगियों के कारण व्यवहारिक नहीं पाया गया।

Length of Railway tracks

1964. SHRI O. RAJAGOPAL: Will the Minister of RAILWAYS be pleased to state:

(a) the length of the railway tracks at the time of independence;

(b) the length of the tracks added thereafter;

(c) the length of old tracks replaced; and

(d) the length of the tracks still to be replaced?

THE MINISTER OF STATE IN THE* MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) The data of railway track (route kilometres) is maintained as on 31st March of each year. As such the route kilometres of Indian Railways as on 31st March, 1948 was 54,693 Kms.

(b) The route kilometres as on 31.3.1997 (latest available) is 62,725 Kms. which shows a net addition of 8,032 route kilometres since 31.3.1948.